

# OTT Times

## TRACKING THE ADVANCEMENT OF TRANSPORTATION TECHNOLOGY

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### On The Move

#### Dear Reader:

This issue focuses on some of the activities that are underway in OTT's Office of Technology Utilization (OTU), a fairly new organization created as a result of our realization that simply leading the development of cutting-edge alternative fuel technologies isn't enough. We also need to help these technologies become accepted, and that means enhancing our role as educators, marketers and promoters. We understand that the new transportation world we are working together to achieve will be very different and unfamiliar to people, and the more we can do to alleviate the uncertainty of the unfamiliar, the greater the extent to which we can all benefit from the diminishing use of imported petroleum and the increasing use of cleaner fuels in the short term.

Clean Cities and Clean Corridors are tremendous successes in this regard, helping overcome many practical impediments to alternative fuel vehicle usage and getting tens of thousands of new AFVs on the road all over the country. And, our Electric Vehicle Field Operations Program is an excellent example of an effort that restores "the missing link" between simply having the technology and making people comfortable with it, by giving potential operators objective information based on real-world experience.

The communication flows both ways, of course. Working more closely with consumers also allows us to gain a better understanding of their needs, in order to best direct our marketing and R&D efforts so that the final products will be more readily embraced by them.

In addition to the efforts supported by OTU, OTT is also working to make people aware of the greater issues surrounding

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### OTT announces program to document the validity of new EVs as fleet vehicles

In order to provide fleet operators with much-needed real-world information on electric vehicle (EV) performance, OTT has joined forces with two teams of electric industry organizations to create performance yardsticks for these emerging

100 miles a day, 25,000 miles a year, with large numbers of recharge cycles to determine reliability and life under these conditions. The second level determines the applicability of EVs in actual fleet usage. In both cases, careful records are



*A Certified Zero Emissions vehicle, the 1997 Chevrolet S10 Electric Pickup can cruise for approximately 60 miles at a constant 45 mph or for 40 miles of stop-and-go driving.*

technologies and apply them to accelerating the number of new vehicles introduced into the market place.

The new Electric Vehicle Field Operations Program validates commercial EV offerings in three areas. The first is an acceptance test to determine that the vehicle meets basic requirements agreed upon by Federal fleet users, the electric industry and the auto manufacturers in such key areas as braking, acceleration, range, handling, and safety. Once a vehicle demonstrates these basic performance criteria, it undergoes two levels of testing for reliability and life-cycle performance. The first level is a high-mileage test, with three of each vehicle brands being driven

kept on everything from range to repair records, to operator comments on performance.

From a large number of proposals, OTT chose two teams to join the Program as cost-sharing Qualified Vehicle Test

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## A Report From: National Association of State Energy Officials

The National Association of State Energy Officials (NASEO) is unique in its focus on both state and national energy issues. For more than a decade, NASEO has provided leadership on energy issues, guiding regional, state, territory and top national government officials toward a deeper understanding of energy's pivotal role in economy and environment. NASEO is the state and territory energy officials' voice in Washington and informs the Administration, Congress and others about the energy priorities and concerns of the states and territories.

NASEO members are frequently the principal energy advisors to their governors, working on a variety of state and local energy issues, programs, legislation, and regulations. Many of the association's members are active in promoting the use of alternative fuels and alternative fuel vehicles as well as fostering more rapid development of the

refueling stations and repair facilities necessary to support them. For example, the West Virginia energy Office works with the National Alternative Training Program at West Virginia University to deliver training in alternative fuel vehicle conversion, maintenance, safety, and emissions testing procedures.

Another example is NASEO's work with OTT about two years ago to compile a state-by-state directory of key government alternative fuel vehicle purchasing, maintenance, programming, regulatory and other contacts, as well as fleet inventory figures, refueling station data, and other vital information. The directory also includes key contacts for each state's major private sector alternative fuel vehicle fleets, such as those operated by local utilities. The directory is available on NASEO's website at [www.naseo.org](http://www.naseo.org).

Recently, NASEO launched a far-reaching communications plan designed to better inform the energy community and the press about emerging energy issues,

such as alternative fuels. The first phase of the plan is the development of an annual NASEO Issues Agenda that outlines the association's energy priorities. The agenda will likely be published in late May.

For more information about state and territory energy officials' activities and NASEO's programs, please contact David Terry, Communications Director, NASEO, 1615 M Street NW, Suite 810, Washington, DC 20036, (202) 546-2200.

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*"Association News" appears in each issue of OTT Times. The column is presented as a forum for the featured transportation-related trade association, and is written based on facts provided by them. OTT does not independently verify claims made by the association, and the column does not necessarily reflect the Office's beliefs or opinions. If you would like to find out more about how your association can be featured, contact the Editor.*

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### On The Move

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energy security and air quality, and keeping all stakeholders informed of the many different activities underway to meet OTT's national goals. This newsletter is one example of this broader OTT outreach effort. We also provide fact sheets on many different OTT programs, speak at various conferences and community events, have a number of video presentations available, and, as you know, we have an ever-evolving website (<http://www.ott.doe.gov>) that offers information to stakeholders ranging from school children to corporate and government leaders.

If you are unfamiliar with any of these offerings, please contact me—we have a world of educational and informational resources that you may find to be valuable.

Until next time—

Ann Hegnauer

# Clean Corridors underway nationwide—Effort connects Clean Cities participants by building alternative refueling stations en route

You've been reading in the pages of *OTT Times*—and probably in the general press as well—about the accelerating success of Clean Cities, a grassroots effort which brings local industry and government partners together to expand the use of alternative fuels and alternative fuel vehicles (AFVs) and develop the needed infrastructure. There are now 54 communities designated as Clean Cities, with several more in the certification “pipeline.”

OTT's Clean Cities effort is evolving to the next logical stage with the development of Clean Corridors. The goal of Clean Corridors is to develop the necessary infrastructure to strategically place

refueling stations offering natural gas, ethanol, methanol, propane, and electricity along the major routes connecting the Clean Cities. This will allow AFVs to travel beyond the Clean Cities areas and therefore eliminates the limited-range due to limited refueling options barrier sometimes associated with AFVs. Several Clean Corridor efforts are underway. Two of the more established are:

- The Northeast Corridor Alternative Fuels Infrastructure Development Project, which is working to create a Clean Corridor along I-95 from Washington to Boston. The stakeholders supporting this

effort include: Clean Cities coalitions, State Energy Offices, auto manufacturers, alternative fuel providers, fleet managers and other interested parties, who are currently planning the installation of new stations, as well as working to help increase accessibility and use of existing stations. Stakeholders are creating outreach packages for fleets and businesses, promoting available funding incentives and developing and placing highway signage. The future efforts of this project will include investigating the

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## A veteran of both the corporate and the nonprofit worlds, David Rodgers finds the best of both within OTT



*David Rodgers*

Before being chosen to succeed John Russell as Director of OTT's new Office of Technology Utilization (OTU), David Rodgers was the team leader for OTT's efforts relating to the Energy Policy Act (EPACT). Since the EPACT work is under OTU's purview, it was a logical career progression—of itself, an atypical development for David, who took an unusually diverse route to the public sector.

After receiving his Bachelors Degree in Chemical Engineering and Computer Science in the late '70s, David went to work for first one, then a second, multinational petrochemical company, working in the process control area. That lasted for about four years.

“I wasn't happy with how I was using my technical skills to serve corporate goals — goals that were becoming unimportant to me,” said David. “My wife, Carol, felt the same way, and together we ‘retired’ from the corporate world.”

David went to work for a number of charitable and nonprofit organizations, including sharing assistant manager duties with Carol at a homeless shelter, and working with church groups on hungry and poverty issues. “It felt great to be making a contribution to causes that I cared about, but I still felt something was lacking,” he said. “After working so hard to earn my degrees, I couldn't ignore my technical skills. I needed to find a niche that allowed me to use them, while still letting me do something good for my soul as well.”

After continuing charity work as a volunteer, and working as a computer consultant, David went back to school for a Masters in Public Administration. His degree led him to be chosen for the Presidential Management Internship Program, which brought him to OTT in 1990.

“I quickly realized that I had found my niche,” he said. “I had long believed that fossil fuel use was unsustainable and had

a lot of negative impacts, and here was a team working to create alternatives. It was an opportunity to use my training and to contribute to something I believed in at the same time.

And the bonus, David has found, is that he's enjoying the privilege of working with people who feel the same way. “I am often just overwhelmed by the level of commitment at OTT—everyone here believes in the importance of what we are working toward,” he said. “Sharing a common vision is such a positive contributor to job satisfaction and mental health, I'm really privileged to have found this niche.”

Also good for his mental health, he reports, is his son Andrew, now three and a half. Several times a week, father and son commute together to work and day care—taking public transportation, of course. “I never expected it to be this much fun to have a child,” said David. “One of our hilarious moments was when we were out walking and a diesel bus went by and Andrew said ‘Daddy—that bus has a lot of pollution.’ It really reinforced that I'm in the right place.”

## Clean Corridors

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development of alternative fuel infrastructure along other major northeast routes, such as I-76 between Philadelphia and Pittsburgh.

- The Interstate Clean Transportation Corridor (ICTC) is working to develop a Clean Corridor encompassing Los Angeles, Sacramento, San Francisco, Salt Lake City and Las Vegas. The ICTC stakeholders are also developing 10 natural gas fueling sites along a 2,000 mile triangle created by the several major interstate highways and provide support for operators traveling between the cities. ICTC is focusing primarily on trucks transporting goods in the region by working to create a conveniently available infrastructure that will allow many more medium- and heavy-duty vehicles

to be converted to alternative fuels.

In addition, a route stretching from Winnipeg, Canada to Monterey, Mexico known as the "NAFTA Superhighway," will be developed as a Clean Corridor. Clean Cities participants and others along the route will work together to create neighboring infrastructure. This effort is being developed with stakeholders from the Department's most northern participants, namely the Red River Valley Clean Cities Coalition.

OTT's Clean Cities administrators are actively involved with these groups to help build Clean Corridors, and are working aggressively to help create new Clean Corridors partnerships, providing the catalyst for building the AFV infrastructure which will help America reduce its dependence on foreign oil and improve the quality of its air. For more information, call 1-800-CCITIES.

## Validation on new EVs

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(QVT) sites. One team includes Southern California Edison, the California Air Research Board and American Automobile Association of Southern California. The other includes Electric Transportation Applications Company, Arizona Public Service, Salt River Project, Potomac Electric Power Company, and Underwriter's Laboratory. The teams' proposals were chosen based upon their ability to provide excellence in all three testing areas.

According to program manager Dana O'Hara, the results of these tests provide the potential user with the real-world performance data needed to make intelligent purchasing decisions, effectively bridging the gap from simply having EVs available for purchase, to creating an enthusiastic customer base with the knowledge and comfort level to put them to work.

The information generated by the Program is disseminated in a timely manner to fleet operators and other interested parties through a number of forums,

including the DOE's Alternative Fuels Hotline (1-800-423-1DOE) and the Idaho National Engineering and Environmental Laboratory website at <http://www.spiderman.inel.gov>. Operators can check data not only by make and model, but also by battery type and geographic location to help determine the best choices for their fleets.

The Electric Vehicle Field Operations Program evolved from earlier OTT EV testing efforts including the OTT Site Operators Program and the EV America. According to O'Hara, the success of these prior programs provided a strong foundation for the current program, allowing OTT and its partners to pave the way for more widespread use of near zero-emitting electric vehicles by providing potential purchasers with practical information unavailable anywhere else.

## COMING EVENTS

### JUNE 3-11, 1997 FUTURECAR CHALLENGE Warren, MI - Washington, DC

Contact Shelley Launey at  
202-586-1573

### JUNE 9-11, 1997 WINDSOR WORKSHOP ON TRANSPORTATION FUELS Windsor, Ontario, Canada

Contact Susan Horton at  
905-822-4111, ext. 515

### JUNE 24-26, 1997 3RD NATIONAL CLEAN CITIES STAKEHOLDERS CONFERENCE AND EXPOSITION Long Beach, CA

Contact Linda Bluestein or Ruth  
Anne Keister at 1-800-224-8437  
or 703-528-1222

### AUGUST 6-8, 1997 NATIONAL CONFERENCE OF STATE LEGISLATURES ANNUAL MEETING & EXHIBITION Philadelphia, PA

Contact LeAnn Hoff at  
303-830-2200.

If you know of any upcoming events you would like to see mentioned in a future issue of the *OTT Times*, contact Ann Hegnauer, Editor. See page 2 for address and fax information.



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